

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

April 26, 2017
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Greg Stanton, Phoenix, Chair	Mayor Christian Price, City of Maricopa
Mayor Jackie Meck, Buckeye, Vice Chair	Supervisor Denny Barney, Maricopa County
* Councilmember Robin Barker,	Mayor John Giles, Mesa
Apache Junction	Councilmember Mark Stanton for Mayor
* Mayor Kenneth Weise, Avondale	Michael Collins, Paradise Valley
* Councilmember Mike Farrar, Carefree	* Mayor Cathy Carlat, Peoria
Councilmember David L. Smith, Cave Creek	Supervisor Todd House, Pinal County
Mayor Jay Tibshraeny, Chandler	Mayor Gail Barney, Queen Creek
Mayor Lana Mook, El Mirage	* President Delbert Ray, Salt River
Mayor Tara Walter, Florence	Pima-Maricopa Indian Community
* President Bernadine Burnette, Fort	Mayor W.J. "Jim" Lane, Scottsdale
McDowell Yavapai Nation	Mayor Sharon Wolcott, Surprise
* Councilmember Nick DePorter, Fountain Hills	Mayor Mark Mitchell, Tempe
Mayor Tommy Lee Sikes, Gila Bend	Mayor Anna Tovar, Tolleson
* Governor Stephen Roe Lewis, Gila River	Mayor Everett Sickles, Wickenburg
Indian Community	Mayor Michael LeVault, Youngtown
Mayor Jenn Daniels, Gilbert	Mr. Roc Arnett, Citizens Transportation
Mayor Jerry Weiers, Glendale	Oversight Committee
Mayor Georgia Lord, Goodyear	Mr. Joseph La Rue, State Transportation Board
# Mayor Valerie Molina, Guadalupe	Mr. Jack Sellers, State Transportation Board
# Mayor Thomas Schoaf, Litchfield Park	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

A quorum was present and a video on MAG meeting guidelines and public input opportunities was played.

The meeting of the MAG Regional Council was called to order by Chair Greg Stanton, Phoenix, at 11:33 a.m.

2. Pledge of Allegiance

Mayor Tommy Lee Sikes led the Pledge of Allegiance.

Mayor Valerie Molina, Mayor Thomas Schoaf, and Mayor Tara Walter joined the meeting by teleconference.

Chair Stanton introduced Councilmember Mark Stanton as proxy for Mayor Michael Collins, Paradise Valley.

Chair Stanton noted that at each place was material for agenda items #14 and #15.

3. Call to the Audience

An opportunity was provided to members of the public to address the Regional Council on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens were requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

No requests to speak were noted.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith noted that 17 applications from businesses in Maricopa, Pinal, and Pima counties have been received for the Sun Corridor Export Recognition Program. He stated that the exporters will be recognized at the Sun Corridor Economic Development for the Global Economy event at Wild Horse Pass on May 19, 2017. Mr. Smith stated that Mayor Giles will present the Certificate of Achievement for Top-Scoring Exporter in Maricopa County to Able Aerospace Services, Inc. on April 28, 2017. Additional site visits are planned with local elected officials to present certificates to Daphne's Head Covers, Raytheon, and Abbott Nutrition. Mr. Smith added that the remaining 13 businesses will receive their certificates at the May 19th event.

Mr. Smith stated that the International Visitor Leadership Program visited the MAG Domestic Violence Council on March 23, 2017. He noted that the organization is interested in domestic violence prevention efforts. Mr. Smith stated that the Program was represented by eight international delegates.

Mr. Smith stated that the Intermodal Planning Group meeting took place at MAG on April 5, 2017. He noted that the MAG Work Program was reviewed by the Federal Highway Administration, the Federal Transit Administration, and the Federal Aviation Administration. Mr. Smith stated that MAG planning partners, the Arizona Department of Transportation, the City of Phoenix Transit Department, and Valley Metro also attended the meeting. He stated that the comments received were highly complimentary, and Federal Highway Administration expressed its appreciation to MAG for its assistance to the Arizona

Department of Transportation. Mr. Smith noted that action on the MAG Work Program is anticipated for May 2017.

Mr. Smith stated that Consul General Claudia Franco of Mexico, spoke at the April Economic Development Committee meeting on the importance of trade. Consul General Franco stated at the meeting that local governments are probably the best informed about the importance of trade.

Mr. Smith noted that MAG's 50th birthday was April 12, 2017. Mr. Smith stated that Pima Association of Governments passed a resolution honoring MAG for its 50 years of service. In addition, the Arizona Transit Association bestowed an award on MAG for its 50 years of leadership in regional transportation planning and policy. Mr. Smith noted that April 12, 2017, coincided with the MAG Management Committee meeting. He noted that the MAG Regional Council Executive Committee attended the cake reception held after the meeting. A photograph of the Executive Committee and Management Committee taken at the meeting was displayed. Mr. Smith stated that Chair Stanton and former Glendale Mayor George Renner appeared on the *Horizon* television show discussing MAG. He added that Mayor Renner was instrumental in the 1985 half cent sales tax for transportation, which is probably the first tax pursued by a metropolitan planning organization in the U.S.

Chair Stanton noted that during the time when Mayor Renner chaired the Regional Council, the meetings would rotate in the evenings among the cities.

Mr. Smith stated that the Arizona Commerce Authority, in cooperation with MAG, sponsored the ExporTech Program for companies to learn about exporting. He said that the four companies participating are Parker Fasteners in the City of Goodyear, Optilab and Occam Sustainability Partners in the City of Phoenix, and Truce in the City of Tempe. Mr. Smith stated that graduation is slated for June 23, 2017.

Mr. Smith stated that the MAG Fiscal Services Division received the Certificate of Achievement for Excellence in Financial Reporting for the MAG Comprehensive Annual Financial Report for fiscal year 2016, presented by the Government Finance Officers Association.

Mr. Smith stated that the Planners and Economic Development Partnership Exchange met on April 18, 2017, at MAG. He noted that the meeting is held annually to discuss data, tools, and analysis of interest to economic development staff and planners.

Mr. Smith stated that Administrative Professionals Day was being observed that day. He acknowledged MAG staff, Valerie Day, for 19 years of service staffing the MAG Regional Council, Transportation Policy Committee, and MAG Management Committee.

Mr. Smith stated that on April 21, 2017, Mayor Jim Lane, Mayor Georgia Lord, Mayor Mark Mitchell and Mayor Jerry Weiers staffed the Whataburger drive-thru to talk to customers about fast-food litter and to spread the message, Don't Trash Arizona! He noted how Mayor Lord had memorized all of the litter statistics. Mr. Smith played the video produced by MAG on the Mayors' anti-litter campaign with Whataburger. The video was applauded.

Mayor Jerry Weiers stated that he has a food handlers card and Whataburger allowed him to go into the kitchen to cook. He added that he worked in the fast food industry when he was young.

Mayor Jim Lane remarked that the promotion was well-received by Whataburger's customers.

Chair Stanton thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Stanton noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda.

Chair Stanton noted that on April 19, 2017, the Transportation Policy Committee recommended approval of the project changes included in Consent Agenda item #5C.

Chair Stanton asked if members had questions or requests for a presentation on any of the Consent Agenda items.

None were noted.

Mayor Sharon Wolcott moved to approve the Consent Agenda items #5A through #5J. Mayor Georgia Lord seconded.

Chair Stanton recognized public comment from Ms. Dianne Barker, who said she was a resident of the region. She said that the minutes accurately reflected her statements. Ms. Barker stated that the NCAA Final Four events are estimated to have contributed three-quarters of a billion dollars into the region's economy. She said that she hoped more money would be forthcoming to move traffic. Ms. Barker commented on the high ozone advisories, and it is not yet summer. She encouraged participation in the trip reduction program and added that the 1992 agreement should be updated. Ms. Barker stated that she took light rail and rideshared that day. Ms. Barker stated that the Sun Corridor is a major economic region and collaboration among the COGs is needed to increase efficiency moving people and freight. She spoke of the Loop 202 bypass and noted a lawsuit as a result of the FAA flight path change.

Chair Stanton thanked Ms. Barker. He noted that he had given her leeway in the relevance of her comments because she had missed the Call to the Audience agenda item.

Chair Stanton recognized public comment from Mr. John Rusinek, a resident of Phoenix. Mr. Rusinek stated that those who take oaths should follow the laws. Mr. Rusinek read the Maricopa County air quality ordinance and he stated that no one will enforce this. Chair Stanton thanked Mr. Rusinek.

With no further discussion, the motion passed unanimously.

5A. Approval of the March 29, 2017, Meeting Minutes

The MAG Regional Council, by consent, approved the March 29, 2017, meeting minutes.

5B. Appointment of the MAG Economic Development Committee Member Agency Position

The MAG Regional Council, by consent, approved the appointment of Vice Mayor Jon Edwards as the City of Peoria representative on the MAG Economic Development Committee. On May 27, 2015, the MAG Regional Council approved increasing the composition of the Economic Development Committee (EDC) to include twenty MAG member agency positions that have one-year terms with possible reappointment by recommendation of the Executive Committee and approval of the MAG Regional Council. The seven largest cities, in addition to the City of Peoria, have a seat on the EDC. On March 21, 2017, a letter was received from Mayor Cathy Carlat, City of Peoria, recommending Vice Mayor Jon Edwards serve as the City of Peoria representative on the EDC. On April 17, 2017, the Executive Committee recommended approval of Vice Mayor Edwards as the City of Peoria representative on the EDC.

5C. Project Changes - Amendment and Administrative Modification to the FY 2017-2021 MAG Transportation Improvement Program, 2017 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as Appropriate for Inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, Draft 2018 Arterial Life Cycle Program, Draft FY2017 Program of Projects, Draft FY 2018 Program of Projects, and Draft 2040 Regional Transportation Plan

The MAG Regional Council, by consent, approved the proposed project changes for FY 2017-2021 MAG Transportation Improvement Program, 2017 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as appropriate for inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, Draft 2018 Arterial Life Cycle Program, Draft FY 2017 Program of Projects, Draft FY 2018 Program of Projects, and Draft 2040 Regional Transportation Plan. The Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP), FY 2017 Arterial Life Cycle Program, and amendment to the 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 22, 2016, with the last modification approved at the March 29, 2017, Regional Council meeting. Since then, additional changes and modifications have been requested by member agencies. Table A contains requests related to highway and transit projects. Project changes requested are not contingent on a new finding of conformity in the current FY 2017-2021 MAG TIP. The requested project changes were recommended for approval by the MAG Transportation Review Committee on March 30, 2017, on April 12, 2017, by the MAG Management Committee, and on April 19, 2017, by the Transportation Policy Committee.

5D. Sierra Vista Metropolitan Planning Organization Loan Request

The MAG Regional Council, by consent, approved entering into a loan agreement with the Sierra Vista Metropolitan Planning Organization (SVMPO) in the amount of \$1,772,842 in Federal Fiscal Year (FFY) 2017 funds to be utilized in the MAG region, and for repayment by MAG to SVMPO in FFY 2019. The Sierra Vista Metropolitan Planning Organization (SVMPO) has requested that MAG enter into a loan agreement to assist them with \$1,772,842 in Federal Fiscal Year (FFY) 2017 Federal Highway Administration (FHWA) sub-allocated funds due to project delays. MAG currently has nine Highway Safety Improvement Program (HSIP-MAG) projects ready to obligate in FFY 2017. Five of the projects have previously deferred and now cause a shortage of apportionment of sub-allocated HSIP funding for MAG in FFY 2017. The proposed SVMPO loan would have no negative impacts to the

MAG region and would allow MAG safety projects that have requested HSIP funding in FFY 2017 to proceed. If surplus funding becomes available, it could allow projects in the MAG region to advance. Approval of MAG entering into the loan agreement with SVMPO was recommended for approval on March 30, 2017, by the MAG Transportation Review Committee and on April 12, 2017, by the MAG Management Committee.

5E. Transfer of MAG Funds to the Sun Corridor Metropolitan Planning Organization to Develop the Pinal County Strategic Transportation Safety Plan

The MAG Regional Council, by consent, approved transferring \$105,000 in HSIP-MAG funds to SCMPO, as lead agency, to develop the Pinal County Strategic Transportation Safety Plan. Pinal County falls within the planning boundaries of three different regional planning agencies: MAG, Sun Corridor Metropolitan Planning Organization (SCMPO) and Central Arizona Governments (CAG). Pinal County has requested support for developing a new Strategic Transportation Safety Plan that would combine relevant recommendations from the safety plans of the three agencies, and also meet current federal requirements for the Pinal County area. The cost to develop the Pinal County Safety Plan is estimated at approximately \$210,000, including the ADOT review fee. Funds for this plan would be provided by MAG, SCMPO and CAG. MAG would provide \$105,000 of FY 2017 Highway Safety Improvement Program (HSIP-MAG) funding toward the plan. The proposed transfer would have no negative impacts to the MAG region. The transfer of \$105,000 in HSIP-MAG funds to the Sun Corridor MPO to complete the Pinal County Strategic Transportation Safety Plan was recommended for approval by the MAG Transportation Safety Committee on March 28, 2017, the MAG Transportation Review Committee on March 30, 2017, and the MAG Management Committee on April 12, 2017.

5F. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. MAG has requested that street sweeper projects be purchased and reimbursement requests be submitted to MAG within one year from the date of the MAG authorization letter. This one year time period addresses Federal Highway Administration procedures to minimize inactive obligations and assists MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2017-2021 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including a City of Avondale pedestrian countdown signal project, City of Phoenix paving unpaved alley project, and a project for a Strategic Transportation Safety Plan for Pinal County. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5H. Consultation on Potentially Regionally Significant Projects for the Draft FY 2018-2022 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2018-2022 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by April 21, 2017.

5I. Evaluation Criteria and Set Aside for Transportation Alternatives Program Funding of Bicycle and Pedestrian Master Plans and First Time Updates

The MAG Regional Council, by consent, approved the set aside of \$600,000 of Transportation Alternatives Program funding and the elements and evaluation criteria for developing bicycle and pedestrian master plans and first time updates. On October 18, 2016, the MAG Bicycle and Pedestrian Committee voted to move forward with creating a process and evaluation criteria to sub-allocate a portion of Transportation Alternatives Program (TA) funding for bicycle and pedestrian master plans. A MAG Bicycle and Pedestrian Working Group developed a process that includes the set aside of \$600,000 of Transportation Alternatives Program funding and the evaluation criteria for developing bicycle and pedestrian master plans and first time updates. The set aside of \$600,000 of Transportation Alternatives Program funding and the elements and evaluation criteria for developing bicycle and pedestrian master plans and first time updates were recommended approval on February 21, 2017, by the MAG Bicycle and Pedestrian Committee, on March 30, 2017, by the MAG Transportation Review Committee, and on April 12, 2017, by the MAG Management Committee.

5J. Sun Corridor Metropolitan Planning Organization Loan Request

The MAG Regional Council, by consent, approved entering into a loan agreement with the Sun Corridor Metropolitan Planning Organization in the amount of \$196,124 in Federal Fiscal Year (FFY) 2017 funds to be utilized in the MAG region, and for repayment by MAG to SCMPO in FFY 2018 for \$25,000, and in 2020 for \$171,124 in Surface Transportation Block Grant Program funds. The Sun Corridor Metropolitan Planning Organization (SCMPO) has requested that MAG enter into a loan agreement to assist them with \$196,124 in Federal Fiscal Year (FFY) 2017 Federal Highway Administration (FHWA), sub-allocated Surface Transportation Block Grant Program (STP) funding that they cannot utilize this year due to project delays. SCMPO requests that the funding amount of \$196,124 be returned in FFY 2018 and FFY 2020 as STP funds. The proposed SCMPO loan would have no negative impacts to the MAG region. Approval to enter into a loan agreement with the SCMPO was recommended by the MAG Management Committee on April 12, 2017.

6. MAG at 50: Celebrating Decade Three

Ms. Kelly Taft, MAG staff, stated that on April 12, 2017, MAG turned 50 years old. The birthday was celebrated with a cake reception at the MAG Management Committee meeting that day. Ms. Taft stated

that members of the Executive Committee were present at the Management Committee meeting. She noted that 50th Anniversary commemorative coasters were at each place.

Ms. Taft stated that on June 28, 2017, the MAG Annual Meeting will be held at 4:00 p.m. followed by the *MAG at 50* celebration and passing of the gavel ceremony at 5:00 p.m. at the Hyatt Regency in downtown Phoenix. Ms. Taft stated that five, 5-minute videos are being produced to observe MAG's 50 years. Each segment outlines important events of each decade. Ms. Taft then played the Decade Three video.

Ms. Taft stated that the link to the video is posted on the communications page of the MAG website and on Facebook page. Once completed, the videos will be provided to Channel 11s for on-air programming.

Chair Stanton stated that remembering MAG's history is important.

Mr. Smith stated that MAG has kept itself nimble so that it can stay relevant.

7. Regional Support for Hidden Heroes Initiative

Amy St. Peter, MAG Assistant Director, thanked Chair Stanton for bringing forward this topic. She introduced Ms. Annie Remsburg, the Dole Foundation Fellow for Arizona Hidden Heroes. Ms. Remsburg noted that she has been the primary caregiver for the past seven years to her Army Ranger son, who was wounded in Afghanistan.

Ms. Remsburg stated that the mission of Hidden Heroes is to strengthen and empower American military caregivers and their families by raising public awareness, driving research, championing policy, and leading collaborations that make a significant impact on their lives. Ms. Remsburg stated that Hidden Heroes brings vital attention to the untold stories of military caregivers and seeks solutions for the tremendous challenges and long-term needs they face.

Ms. Remsburg stated that there are 5.5 million military caregivers in the U.S. She said that military caregivers provide \$14 billion of uncompensated voluntary healthcare annually. She said that military caregivers experience poorer levels of physical and mental health, greater strains in family relationships, and more workplace problems than non-caregivers. Ms. Remsburg also noted that post-9/11 caregivers tend to be affected more significantly in these areas.

Ms. Remsburg stated that the Elizabeth Dole Foundation is calling on every city and county in the U.S. to pledge support to the military and veteran caregivers in their communities. She noted that material on the Hidden Heroes program was at each place. Ms. Remsburg reported that Arizona was the first state in the U.S. to pass a Hidden Heroes Resolution. Besides the State, jurisdictions in Arizona that have passed the Resolution include Chandler, Gilbert, Phoenix, Scottsdale, Tucson, and Yuma. Ms. Remsburg thanked Representative Grantham for his efforts at the State Legislature.

Ms. Remsburg stated that jurisdictions can become a Hidden Heroes city or town by passing a resolution or proclamation pledging the community's support to its local military caregivers, by designating a point of contact to lead the initiative, by considering forming a steering committee, or integrating Hidden Heroes into a pre-existing group. Ms. Remsburg noted that steering committee members can be anyone

in a community. She stated that those interested in becoming involved in Hidden Heroes can contact Ms. Austin Courtney, the Hidden Heroes Coordinator. Ms. Remsburg stated that Ms. Courtney's business card was attached to the material at each place. She expressed her appreciation to the Regional Council, MAG, Chair Stanton, and Mayor Jenn Daniels.

Chair Stanton thanked Ms. Remsburg for attending the meeting and being a caregiver and advocate for the Hidden Heroes program. He also expressed appreciation to her son for his service to the U.S. He asked members if they had questions.

Mayor Jenn Daniels thanked Ms. Remsburg for her contributions to the community. Mayor Daniels stated that Ms. Remsburg, her son, and family are residents of the Town of Gilbert. She said that their story touched them many years ago and the Town has included him when acknowledging caregivers and members of the military. Mayor Daniels urged support for the Hidden Heroes program to let them know their contributions are greatly appreciated and the community stands behind them.

Mayor Daniels moved approval of a resolution recognizing May 20, 2017, as Caregiver's Day and offering regional support for the Hidden Heroes Initiative. Mayor Gail Barney seconded, and the motion passed unanimously.

Chair Stanton presented Ms. Remsburg with the Resolution and a photograph was taken.

11. FY 2017 MAG Mid-Phase Public Input Opportunity Report

This agenda item was taken out of order.

Ms. Leila Gamiz, MAG staff, provided a report on the public comments received during the recent FY 2017 Mid-Phase Input Opportunity. Ms. Gamiz first thanked the residents of the region who took the time and made the effort to provide their input.

Ms. Gamiz stated that MAG's public involvement process is divided into four phases – early phase, mid-phase, final phase and continuous involvement. She shared the comments received during the Mid-Phase that ran from February 28, 2017, to March 30, 2017.

Ms. Gamiz stated that MAG received public comment in various forms, including committee meetings, small and large group presentations, email and mail correspondence, from the MAG website, and at the public hearing that was held on March 14, 2017, at MAG.

Ms. Gamiz provided an overview of some of the comments received: The 32nd Street/Pecos Road area needs to be redesigned due to the South Mountain Freeway. Ten to 15 percent of the freeway system should be resurfaced annually until it is up to speed. Signal Butte Road from Guadalupe south to Elliot needs to be widened. An exit ramp for the South Mountain Freeway and buyout of the front row homes is of utmost priority. There seems to be no accountability for the Dial-a-Ride service provider. Route 83 should go all the way to Arrowhead Mall. Opposition to the proposed bike and pedestrian bridge at Osborn Road and I-17.

Ms. Gamiz stated that public comments truly impact the planning process at MAG. As a result of the comments opposing the Osborn Road bicycle/pedestrian bridge, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Road from the I-10/I-17 Corridor Master Plan, pending guidance from the City of Phoenix in working with residents on this matter.

Ms. Gamiz noted that a letter was received from Mr. Walt Gray regarding altering the public hearing format in favor of a town hall format. She added that the letter was sent outside of the Mid-Phase Input Opportunity period, but would be included in the next phase – the Final Phase Input Opportunity, which begins on April 26, 2017, and ends on May 25, 2017.

Chair Stanton thanked Ms. Gamiz for her report. No questions from the Council were noted.

8. Major Amendment to the Regional Transportation Plan - Interstate 11, I-10 to US-93

Mr. Bob Hazlett, MAG staff, provided a report on the proposed Major Amendment to the Regional Transportation Plan - Interstate 11, I-10 to US-93. He noted that the last action taken at MAG on I-11 was on March 26, 2014, when the Regional Council approved a Resolution regarding the location of I-11 through the MAG area.

Mr. Hazlett stated that the MAG Regional Council accepted the recommendations of the Interstate 10/Hassayampa Valley Roadway Framework Study, which identified transportation infrastructure in the area. Mr. Hazlett stated that the City of Buckeye incorporated the recommendations from the Interstate 10/Hassayampa Valley Roadway Framework Study into its General Plan, which was approved by the Buckeye voters in 2008. Mr. Hazlett stated that the Joint Planning Advisory Council and the Economic Development Committee had their beginnings as a result of Study discussions.

Mr. Hazlett stated that in 2012, federal surface transportation legislation, MAP-21, designated Interstate 11 along US-93 between metro Phoenix and Las Vegas. He noted that there is currently no interstate between these two large, fast-growing cities.

Mr. Hazlett stated that in 2014, the Arizona and Nevada Departments of Transportation completed the I-11 and Intermountain West Corridor Study. He noted that this corridor is a major freight and trade corridor.

Mr. Hazlett stated that in 2015, federal surface transportation legislation, the FAST Act, extended I-11 south to Nogales, Arizona, and north to Reno, Nevada. In 2016, ADOT began the Tier I Environmental Impact Statement Study for I-11 of the Segments of Independent Utility (SIU) 2, 3, and 4 between Wickenburg and Nogales.

Mr. Hazlett displayed the map included with the agenda material. He stated that in 2014, the SIU identified the general location of I-11, but not the centerline, and he added that SIU 4, located between US-93 and I-10, was the focus of today's presentation. Mr. Hazlett pointed out the route in magenta was the corridor route in the I-11 Intermountain West Corridor Study and is the area of focus by ADOT for the I-11 corridor.

Mr. Hazlett noted that in March 2014, the MAG Regional Council adopted the Resolution as the best location for the I-11 corridor. He added that this location was indicated in the magenta area on the map he displayed. Mr. Hazlett stated that the I-11 corridor in the MAG region has been identified in the Regional Transportation Plan as an illustrative corridor, which indicates no funding. Mr. Hazlett stated that an illustrative project description is restrictive in terms of what can be studied and in identifying the centerline.

Mr. Hazlett displayed a map of the Tier I Environmental Impact Statement Study that showed environmental areas that need to be avoided between US-93 and I-10, such as the Vulture Mine Recreational Area. He indicated that the 2,000-foot wide corridor, not centerline, is the focus and there are numerous alternatives.

Mr. Hazlett stated that the Tier I Environmental Impact Statement study is programmatic and not project specific. He said that a Tier II Environmental Impact Statement study will define a project alignment and right-of-way requirements. Mr. Hazlett noted that a 2,000-foot wide corridor can vary in terms of where the centerline will be located to provide certainty in both public- and private-sector planning along the corridor.

Mr. Hazlett stated that the purpose of today's requested action is to initiate the process for a Major Amendment to the Regional Transportation Plan for SIU 4, which is from US-93 to I-10. He said that FHWA indicated if this segment is in the RTP, based upon reasonable expectations of funding, the Tier II Environmental Impact Statement study to determine a centerline could begin. Mr. Hazlett stated that reasonable expectations of funding include the assumption that all current taxes will continue, including an extension of Proposition 400.

Mr. Hazlett noted that Major Amendments to the Regional Transportation Plan include requirements as outlined in Arizona Revised Statutes. He reviewed the timeline. On April 19, 2017, the Transportation Policy Committee recommended approval of submitting the Major Amendment to the MAG Regional Council for consultation consideration. Mr. Hazlett stated that the MAG Regional Council is being requested to take action to approve the concept and request consultation. In April and May 2017, the Transportation Review Committee and Management Committee are anticipated to receive briefings on the Major Amendment for information and discussion. In June and July 2017 the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority take action on the Major Amendment. MAG member agencies could also take action. In August 2017, the Transportation Policy Committee may recommend the Major Amendment to the MAG 2040 Regional Transportation Plan to the MAG Regional Council, contingent upon a finding of air quality conformity, and the MAG Regional Council may approve the Major Amendment to the MAG 2040 Regional Transportation Plan, contingent upon a finding of air quality conformity. After air quality conformity finding, MAG Regional Council may take action to amend the RTP and TIP in September 2017, and in October 2017, the U.S. Department of Transportation could issue a Finding of Conformity.

Mr. Hazlett read the requested action: For information, discussion, and possible action to approve submitting as a Major Amendment to the Regional Transportation Plan the proposal to add the Interstate 11 corridor from Interstate 10 to US-93 in the West Valley into the MAG 2040 Regional Transportation Plan, presently in draft form, contingent upon a finding of air quality conformity, for consultation with

the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353.

Chair Stanton thanked Mr. Hazlett for his report. No questions from the Council were noted.

Mayor John Giles moved approval of submitting as a Major Amendment to the Regional Transportation Plan the proposal to add the Interstate 11 corridor from Interstate 10 to US-93 in the West Valley into the MAG 2040 Regional Transportation Plan, presently in draft form, contingent upon a finding of air quality conformity, for consultation with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353. Mayor Georgia Lord seconded, and the motion passed unanimously.

9. Major Amendment to the Regional Transportation Plan - Arizona State Route 30, SR-85 to Interstate 17

Mr. Hazlett presented the potential Major Amendment to the Regional Transportation Plan - Arizona State Route 30, SR-85 to Interstate 17. He first displayed a photograph of the area, mentioning the Tres Rios project, White Tank Mountains, and Phoenix International Raceway. He noted that the SR-30 corridor is an illustrative project in the Regional Transportation Plan. Environmental studies are underway. Mr. Hazlett noted that this is the hybrid alignment.

Mr. Hazlett stated that in 2002, a Southwest Valley study discussed the need for an east/west corridor to relieve I-10. He noted how I-10 is the primary east/west freight corridor and provides the link to the West Coast harbors. Mr. Hazlett also mentioned the east-west Paradise Freeway that was removed from the plan back in the 1990's that would have provided an alternative to I-10.

Mr. Hazlett described the center section of SR-30, from Loop 303 to Loop 202/South Mountain. It was identified as a six-lane freeway in the 2003 Regional Transportation Plan. The Environmental Assessment Study began in 2006, but deferred from the Regional Freeway and Highway Program in 2009. Mr. Hazlett noted that the Phase I (Interim) Facility was returned to the program in 2017 and the Environmental Assessment Study is anticipated to be completed in 2019.

Mr. Hazlett described the west section of SR-30 from SR-85 to Loop 303. He said it was identified as a phase I (interim) facility in 2003 Regional Transportation Plan, with acquisition of right-of-way for future full freeway. The I-10/Hassayampa Framework Study recommended a full freeway and identified traffic interchange locations. This section was deferred from the program in 2009. Mr. Hazlett stated that the City of Buckeye incorporated the Framework Study SR-30 recommendations into its General Plan in 2008.

Mr. Hazlett described the east section of SR-30, from Loop 202/South Mountain to Interstate 17. He noted that this section was not in the 2003 Regional Transportation Plan, but is considered a missing link for SR-30. He noted that in July 2013, the Central Phoenix Transportation Framework Study recommended extending SR-30 from I-17 at the Durango Curve. He pointed out that interestingly, this was the proposed original alignment of I-10 west of Downtown Phoenix many years ago. He indicated there have been no additional studies at this time, however, the Central Phoenix Transportation

Framework Study recommended Lower Buckeye Road as a possible alignment, but no centerline has been determined.

Mr. Hazlett noted that the purpose of the Major Amendment is to add the east and west sections into the RTP, based on reasonable expectations of funding.

Mr. Hazlett noted that Major Amendments to the Regional Transportation Plan include requirements as outlined in Arizona Revised Statutes. He reviewed the potential timeline. On April 19, 2017, the Transportation Policy Committee recommended approval of submitting the Major Amendment to the MAG Regional Council for consultation consideration. He said that action is being requested of the MAG Regional Council for approval of the concept and to request consultation. In April and May 2017, the Transportation Review Committee and Management Committee are anticipated to receive a briefing on the Major Amendment for information and discussion. In June and July 2017 the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, and the Citizens Transportation Oversight Committee may take action on the Major Amendment. MAG member agencies could also take action. In August 2017, the Transportation Policy Committee may recommend the Major Amendment to the MAG 2040 Regional Transportation Plan to the MAG Regional Council, contingent upon a finding of air quality conformity, and the MAG Regional Council may approve the Major Amendment to the MAG 2040 Regional Transportation Plan, contingent upon a finding of air quality conformity. After air quality conformity finding, MAG Regional Council may take action to amend the RTP and TIP in September 2017, and in October 2017, the U.S. Department of Transportation could issue a Finding of Conformity.

Mr. Hazlett read the requested action: For information, discussion, and possible action to approve submitting as a Major Amendment to the Regional Transportation Plan the proposal to add the Arizona State Route 30 corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17 into the MAG 2040 Regional Transportation Plan, presently in draft form, contingent upon a finding of air quality conformity, for consultation with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353.

Chair Stanton thanked Mr. Hazlett for his report. No questions from the Council were noted.

Mayor Georgia Lord moved to approve submitting as a Major Amendment to the Regional Transportation Plan the proposal to add the Arizona State Route 30 corridor as a freeway facility from SR-85 to Loop 303 and from Loop 202/South Mountain to I-17 into the MAG 2040 Regional Transportation Plan, presently in draft form, contingent upon a finding of air quality conformity, for consultation with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353. Mayor Sharon Wolcott seconded, and the motion passed unanimously.

10. Interstate 10/Interstate 17 Corridor Master Plan - Final Corridor Master Plan Recommendations

Mr. Bob Hazlett, MAG staff, provided a report on the Interstate 10/Interstate 17 Corridor Master Plan final recommendations that were identified by the Management Partners: Arizona Department of Transportation, the Federal Highway Administration, and MAG. He noted that today, this item was on the agenda for information and discussion only, and action is anticipated for May 2017.

Mr. Hazlett reported that the 31-mile Interstate 10/Interstate 17 corridor is known as the “Spine,” because it is the backbone of the region’s transportation system. He noted that the Spine carries approximately 40 percent of the region’s freeway traffic. Mr. Hazlett expressed appreciation for the contributions of staff from Phoenix, Chandler, Guadalupe, and Tempe to the Plan.

Mr. Hazlett outlined the main recommendations. 1) Modernize the corridor to current design standards by improving safety. 2) Add a minimum of one lane throughout the entire corridor. 3) Expand and better manage the managed capacity operation along Interstate 10, from Interstate 17 to US-60; and Interstate 17, from the Interstate 10 Split to Loop 101. 4) Improve or reconstruct 24 of the 31 traffic interchanges throughout the corridor. 5) Add five Direct High Occupancy Vehicle ramps and new interchanges. 6) Plan and enhance bicycle/pedestrian connections across the corridor at 20 locations, including nine new structures.

Mr. Hazlett stated that approximately 270 persons attended three public meetings that were held across the region regarding the strategy for the corridor. He noted that more than 600 comments were received through these meetings and also online. Mr. Hazlett stated that the majority of the public responses agreed with the corridor strategy. For example, the majority of those surveyed agreed with acquiring right-of-way in the narrow footprint of the corridor than disagreed.

Mr. Hazlett stated that changes were made to the Interstate 10 strategy based on project comments. The first change is to remove the I-10/Sky Harbor Circle Direct High Occupancy Vehicle traffic interchange, which is based upon current thinking for improving the West Sky Harbor access to Interstate 10 and planned airport improvements. The second change is to add a bicycle/pedestrian (non-motorized) crossing in the vicinity of Knox Road, based upon City of Tempe’s Transportation Master Plan.

Mr. Hazlett stated that changes were made to the Interstate 17 strategy based on project comments. The first change is to reconfigure the Glendale Avenue traffic interchange, based on requests from the City of Phoenix Economic Development, Community Development, and Streets Departments. Mr. Hazlett noted that the second change is a result of public input. He noted that the Osborn Road Bicycle/Pedestrian Overcrossing project is being removed at this time pending further guidance from the City of Phoenix in working with residents.

Mr. Hazlett reviewed how the projects proceed to construction. After the Corridor Master Plan is accepted into Regional Transportation Plan, the projects are programmed into the MAG Transportation Improvement Program. Mr. Hazlett stated that ADOT conducts project specific design concept alternatives and environmental studies with stakeholder outreach, and ultimately designs and constructs the projects while continuously coordinating with stakeholders.

Mr. Hazlett reviewed next steps. He indicated that potential acceptance of the Corridor Master Plan recommendations and incorporation into the MAG Regional Transportation Plan and MAG Transportation Improvement Program as appropriate is anticipated in May 2017. Mr. Hazlett noted that portions of the Corridor Master Plan have been incorporated into the MAG Regional Freeway and Highway Program by Regional Council action on the 2016/17 Rebalancing on March 29, 2017. He stated that the Planning and Environmental Linkages Statement and final documentation are expected later this year.

Chair Stanton thanked Mr. Hazlett for his report. No questions from the Council were noted.

12. Interim Findings and Recommendations from the Systems Management and Operations Study

Mr. Sarath Joshua, MAG staff, stated that a study is being conducted and overseen by a member agency technical advisory group, to develop a Systems Management and Operations Plan for the transportation network in the MAG region.

Mr. Joshua stated that the first goal of the study was to guide the region in making strategic investments to build a traffic management system that can deliver efficient and reliable traffic operations in the future. He pointed out that this would mean future RTP funds for expanding and enhancing traffic technology like sensors and cameras, and improved coordination across agencies. Most importantly, such investments would provide support for the key role played by staff. He noted that the second goal of the study would address how the region could be better organized to manage traffic on a 24-hours-per-day, seven-days-per-week basis. Mr. Joshua stated that the plan resulting from this study would attempt to duplicate the success seen in the Department of Public Safety (DPS) trooper colocation pilot project, but on a much larger scale, affecting the entire urban region.

Mr. Joshua reviewed ITS infrastructure investments already made in this region, including 240 miles of fully instrumented freeways that is being expanded to 100 percent coverage in 2020. He noted that arterial streets have more than 3,000 traffic signals, most connected to central computers. Mr. Joshua pointed out that MAG has invested \$145 million on technology on freeways - used extensively by ADOT. Another \$50 million was invested in arterial traffic technology. He noted that local agencies also have spent an equal amount using local funds.

Mr. Joshua stated that over the last 20 years the region has built excellent infrastructure but it was built in parts and not as one large system managed by a single agency. He stated that this makeup of the region's transportation system makes traffic management a complex task. As a result, when things start to break down due to a crash and freeway closure, it takes a long time to recover. Mr. Joshua stated that the recommendation from the plan would help address this issue.

Mr. Joshua reviewed the "four bucket" approach for priorities in future investments in ITS and operations recommended by the study: Integrated Corridor Management; Regional Priority Arterial Corridors; Local Arterial Corridors; and Enhanced Operations and Management on Key Facilities.

Mr. Joshua stated that Integrated Corridor Management means that freeways and adjacent arterials infrastructure work in unison and that adjacent freeway and arterial projects are closely coordinated to improve traffic operations. He stated that the study recommends that all future ITS technology projects

for making freeways work better should be closely coordinated with companion projects on adjacent city arterials. This would ensure that both freeways and arterials are capable of coordinated operations.

Mr. Joshua displayed a map of priority arterial corridors that the study identified through a data driven process. Factors used to identify priority corridors included vehicle miles of travel, crashes per mile, travel time reliability, and proximity to activity centers. Mr. Joshua explained that the map points to arterial corridors that the study recommends for adding technology investments to improve operations. He added that technology improvements on these corridors will provide the most return on investments regionally. Mr. Joshua noted that the study will recommend a TIP programming process to accommodate the recommended priorities.

Mr. Joshua stated that transit and freight are important factors and were also considered in the study. He displayed a map that showed many of the busiest transit routes located on priority arterials. Mr. Joshua stated that dual-purpose ITS technology added to the arterial corridors could help improve both traffic and transit operations. He stated that similarly, technology for traffic operations would have a positive impact on freight movement.

Mr. Joshua stated that the study recommends the fourth bucket of funding should address the second study goal on how to get organized to deliver improved traffic operations. This recommendation called for providing support for enhanced traffic operations and management on key regional facilities by establishing Sub-Regional Traffic Management Centers. Mr. Joshua explained that these centers could be established by upgrading three or four existing centers to be able to cover multiple jurisdictions, in times of need. When activated, staff at such centers would coordinate with ADOT, DPS and local police as needed.

Mr. Joshua went on to describe a scenario to illustrate how the activation of such a Sub-Regional Traffic Management Center with staff accessing the Center remotely from their homes could help expedite traffic management during a major freeway closure due to a crash, and thus avoid an extended period of congestion. He stated that the City of Scottsdale staff have been doing this for a few years for events that impact their city. The City of Phoenix staff also have started this practice recently. Establishing such centers would extend this practice to the entire region with funding support from MAG.

Mr. Joshua stated that next steps for the study included the development of an implementation plan, data collection and performance measurement processes, a framework for an annual performance review, and a final report and executive summary anticipated in November 2017.

Chair Stanton thanked Mr. Joshua for his report. No questions from the Council were noted.

13. Development of the Draft FY 2018 MAG Unified Planning Work Program and Annual Budget

Mr. Dennis Smith stated that MAG's draft FY 2018 budget has been updated for April and is about 70 percent complete. Mr. Smith stated that the FY 2018 proposed budget includes carry forward estimated at \$32.7 million, without carry forward is \$26.7 million, and the operating budget is estimated at \$15.8 million.

Mr. Smith stated that the MAG Executive Committee authorized Mr. Smith to negotiate with the City of Phoenix regarding leasing office space on the seventh floor and moving out from the first floor. He noted that those discussions are underway. Mr. Smith indicated that if approved, the next version of the MAG Work Program would include the capital cost to modify the space would be approximately \$500,000.

Mr. Smith noted that for FY 2018, MAG is recommending that a proposed three percent increase be included for budgeted salaries and that any increases to individual MAG salaries be performance based.

Mr. Smith stated that the Intermodal Planning Group meeting was held on Wednesday, April 5, 2017. He explained that this is the review conducted by the Federal Highway Administration, the Federal Transit Administration, and the Federal Aviation Administration on MAG's proposed budget and compliance. Mr. Smith stated that MAG partners, including the Arizona Department of Transportation, Arizona Department of Environmental Quality, the City of Phoenix, RPTA, and Valley Metro, also attended this meeting. He indicated that MAG received very positive compliments from the partners.

Mr. Smith noted that in January 2017, the proposed Dues and Assessments were presented. In February, the proposed new projects were presented. Mr. Smith added that new projects include the FY 2018 MAG Models Recalibration On-Call project for \$300,000. Mr. Smith stated that approval of the draft Work Program is anticipated for May.

Chair Stanton thanked Mr. Smith for his report. No questions from the Council were noted.

14. Nominating Committee

Chair Stanton announced his appointments to the 2017 Nominating Committee: Mayor Jim Lane, Scottsdale, Chair; Councilmember Robin Barker, City of Apache Junction; Mayor Cathy Carlat, City of Peoria; Mayor Jenn Daniels, Town of Gilbert; and Mayor Anna Tovar, City of Tolleson. He noted that the Nominating Committee announcement memorandum was at each place. Chair Stanton stated that the Nominating Committee develops a slate of seven candidates to serve on the Executive Committee for the upcoming year. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June.

Mr. Smith noted that Mayor Lane is going off the Executive Committee and the seat is an East Valley seat. He noted that the Nominating Committee traditionally meets one-half hour before the May Regional Council meeting.

No questions from the Council were noted.

15. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He said he would discuss two federal items. On April 13, 2017, the Environmental Protection Agency (EPA) published a request for comments to existing regulations in the Federal Register. He stated that the EPA is seeking input on regulations that may be appropriate for repeal, replacement, or modification.

Mr. Pryor stated that the basis for the EPA's solicitation of comments comes from Executive Order 13777, Enforcing the Regulatory Reform Agenda, published on February 24, 2017. MAG is seeking comments for regulatory reform from member agencies to be compiled for consideration for submittal to the EPA. Mr. Pryor requested potential regulatory reforms and supporting materials be emailed to him by noon on April 28, 2017. He explained that given the time sensitive nature, submissions will be offered for review and consideration by the MAG Executive Committee at the May 15, 2017 meeting. Comments must be received by the EPA on or before May 15, 2017.

Mr. Pryor reported that this topic will be discussed at the April 27, 2017, MAG Air Quality Technical Advisory Committee meeting, at the May 10, 2017, MAG Management Committee meeting, and at the May 15, 2017, MAG Executive Committee meeting.

Mr. Pryor then provided an update on the Border Crossing Card. He stated that MAG has been working on a statewide expansion of the Border Crossing Card for a number of years. Mr. Pryor stated that an expanded zone will allow vetted Mexican citizens to tour the entire state of Arizona, instead of going no farther than Tucson.

Mr. Pryor stated that the Economic Development Committee discussed this as an opportunity to grow tourism with the burgeoning Mexican middle class. He noted that Mexican visitors typically have cash to spend.

Mr. Pryor stated that 25 miles was the limit for the Border Crossing Card visitors, but was changed to 75 miles due to the efforts of former U.S. Congressman Jim Kolbe. Mr. Pryor noted that a study showed that increasing the Border Crossing Card zone to statewide could increase spending in the state by \$181 million in the first year alone. Mr. Pryor stated that MAG has Congressman Kolbe and Steve Bloch from Capitol Strategies as its consultants on this issue. Capitol Strategies is.

Mr. Pryor stated that in mid-2016 two letters of support for a rulemaking request to Customs and Border Protection were sent from a bipartisan majority of Arizona House members: Representative Franks, Representative Gallego, Representative Grijalva, Representative Kirkpatrick, Representative McSally, Representative Salmon and Representative Sinema. Mr. Pryor noted that the Customs and Border Protection response to the rulemaking request letters was to wait for the incoming administration and Congress.

Mr. Pryor stated that MAG has switched its strategy to a legislative strategy. He noted that developing language and identifying a bill vehicle are still in development, but hope to have something on this in the coming weeks. Once the language is drafted and legislation is identified, they will have a vehicle to direct supporters and their consultants/lobbyists. Mr. Pryor stated that an action alert can be posted when the time is right. He noted that administrative rulemaking is now the secondary strategy. Mr. Pryor stated that this is proving to be a challenge as many administrative offices are vacant and awaiting political appointments.

Mr. Pryor thanked Mr. Steve Betts and the Greater Phoenix Economic Council for support of the Border Crossing Card Zone expansion and placing it on their app. Mr. Pryor stated that Salt River Pima-Maricopa Indian Community President Delbert Rey requested a presentation to four O'odham tribes in

March. He stated that the four tribes support the Border Crossing Card Zone expansion. Mr. Pryor added that they were key in garnering the support of the Inter Tribal Association of Arizona.

Chair Stanton thanked Mr. Pryor and asked members if they had questions.

Mayor Jim Lane referenced the Border Crossing Card. He stated that this is unrelated to MAG's efforts in Washington, D.C., but a similar condition exists in Sonora, Mexico. Mayor Lane indicated this was discussed at the Ari-Son conference. Mayor Lane stated that perhaps this could be helpful to Mexico with American tourists in farther reaches. He related the delays and deposits his group encountered entering and exiting Mexico when they were there to deliver medical supplies. Mayor Lane thought there could be discussion of that element during the Border Crossing Card discussion, because he does not like to see deterrents to humanitarian efforts.

16. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested.

No requests were noted.

17. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Jenn Daniels and Mr. Roc Arnett were wished Happy Birthday.

Adjournment

There being no further business, the meeting adjourned at 12:55 p.m.

Chair

Secretary